



350 S. St. Charles St. Jasper, In. 47546
Ph. 812.482.2932 Fax 812.634.6632
www.ridetech.com

STR2700 64-66 Mustang Street Challenge Package

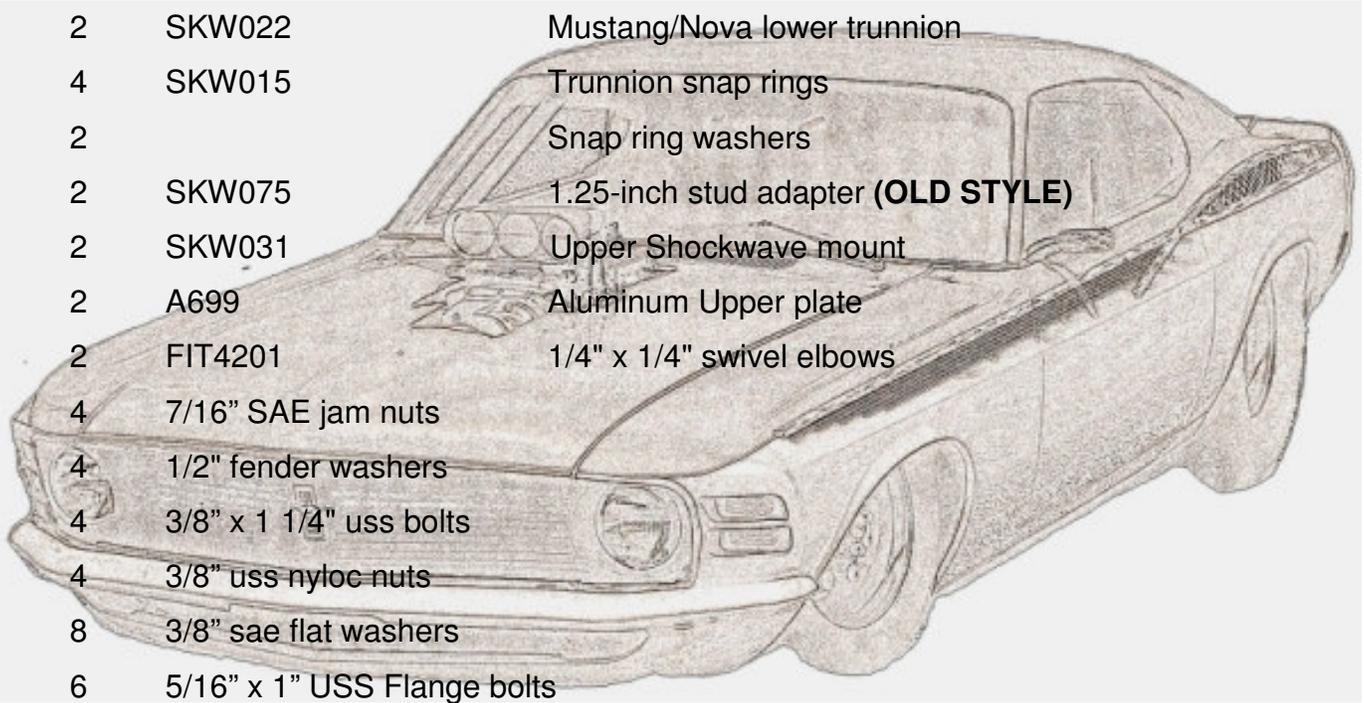
- | | | |
|---|------------------------|--|
| 1 | SKW1022DA | Front Double adjustable Shockwaves |
| 1 | ABAR20000DA | Rear AirBar with Double adjustable 7000 series Shockwaves |
| 1 | APOD4000LE3 | 3 gallon AirPod w/ LevelPro control system |
| 1 | REM8500 | Two key fob remotes with antenna |
| 1 | SWA7900 | Front MuscleBar sway bars |
| 1 | Street Challenge Shirt | |

Air Ride Technologies



SKW1023DA 64-66 Mustang ShockWave (Double Adjustable)

2	SKW1500	255 bellows
2	SKW2602DA	2.6" smooth shock (short Double Adjustable)
4	SKW1701CHA	Bead ring
2	SKW1751CHA	255 upper mount domed top
2	SKW1761CHA	Lower mount for 255 (with set screw)
4	SKW114	Small o-ring
4	SKW228	Large o-ring
2	SKW013	Internal bumpstop
4	SKW051	Poly bushing halves
4	SKW007	Polyurethane stem bushings
2	SKW022	Mustang/Nova lower trunnion
4	SKW015	Trunnion snap rings
2		Snap ring washers
2	SKW075	1.25-inch stud adapter (OLD STYLE)
2	SKW031	Upper Shockwave mount
2	A699	Aluminum Upper plate
2	FIT4201	1/4" x 1/4" swivel elbows
4	7/16" SAE jam nuts	
4	1/2" fender washers	
4	3/8" x 1 1/4" uss bolts	
4	3/8" uss nyloc nuts	
8	3/8" sae flat washers	
6	5/16" x 1" USS Flange bolts	

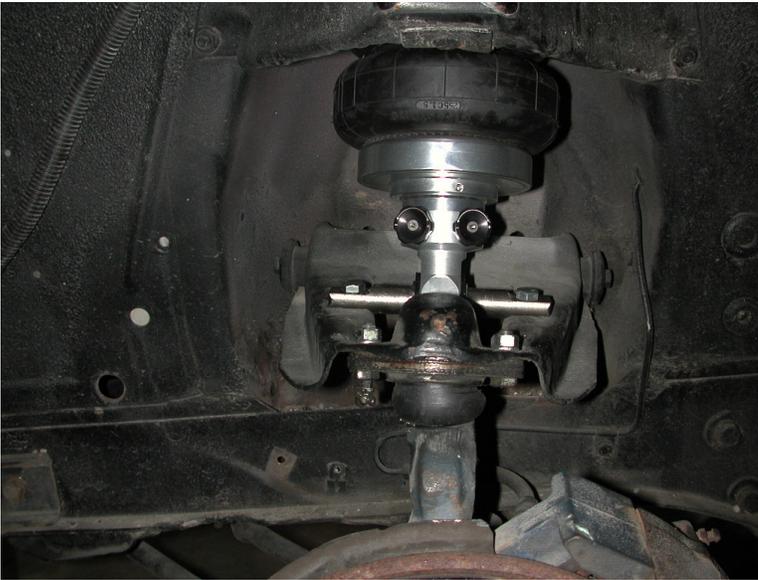


SHOCKWAVE™

by Air Ride Technologies

Installation Instructions for SKW1023DA

1. Raise and support vehicle at a safe, comfortable working height. Let the front suspension hang freely.
2. Remove the coil spring, shock absorber, and upper shock bracket. Refer to factory service manual for proper disassembly procedure.



3. Hold the upper Shockwave mount up to the bottom of the strut tower. Place the upper aluminum plate on top of the strut tower. These two mounts will sandwich the strut tower using the three 5/16" x 1" Flange bolts supplied. You may have to drill them out.

Note: On certain models you may have to trim the coil spring retainer to allow the upper Shockwave mount to seat properly.

4. Apply thread sealant to the air fitting and screw it into the top of the Shockwave. The bellow will rotate separate of the shock to move the air-fitting hole.

5. Insert the Shockwave through the upper mount; refer to the diagram on the following page for correct bushing orientation.

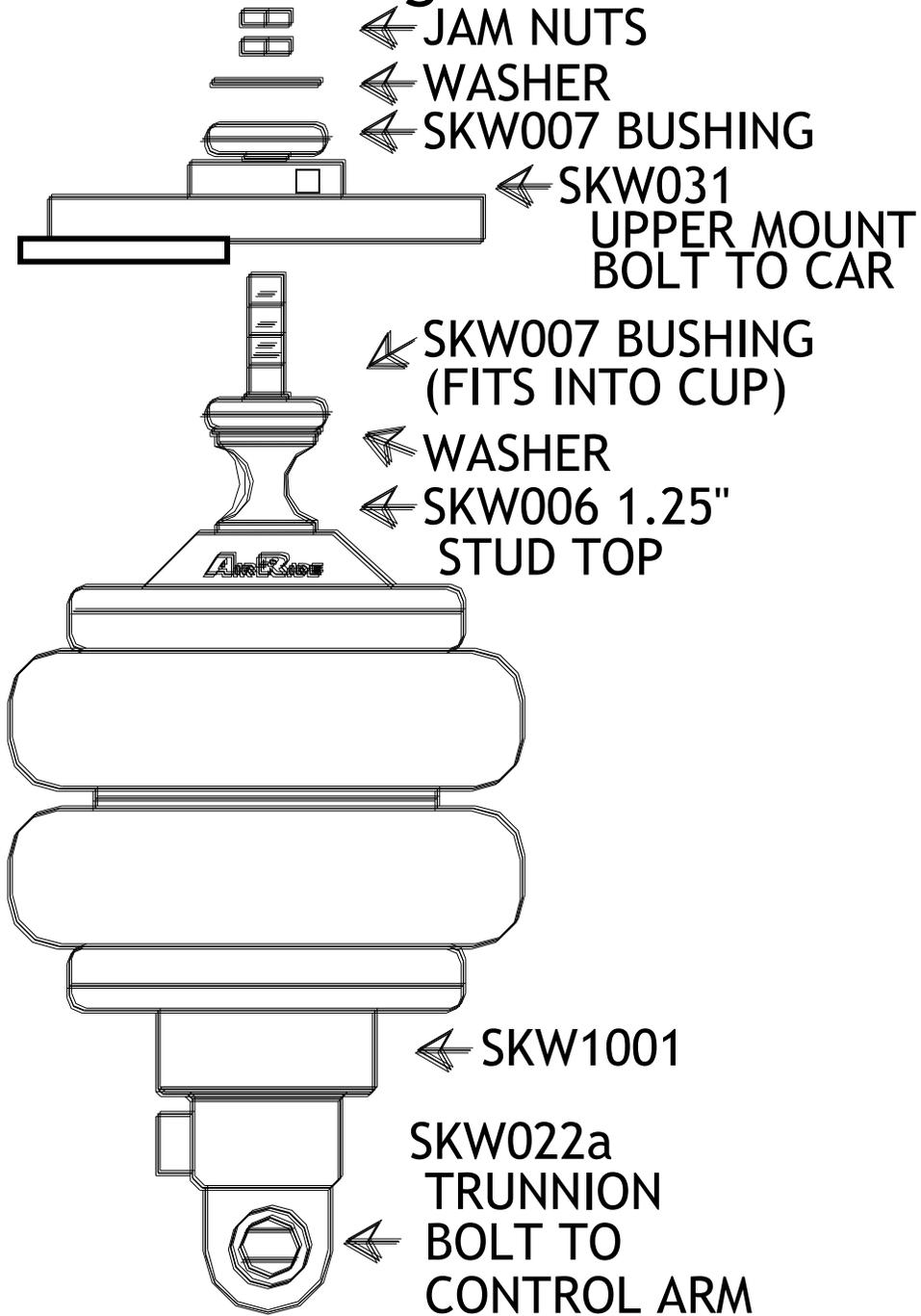
6. Bolt the trunnion to the top of the upper arm using two 3/8" x 1 1/4" bolts, nyloc, and flat washers.

7. Make sure that no portion of the Shockwave touches anything at anytime through full suspension travel.

8. Driving pressure on this car should be approx. 85 psi., but will vary to driver preference.



64-70 Mustang Front



AirRide
TECHNOLOGIES



The care and feeding of your new ShockWaves

1. Although the ShockWave has an internal bumpstop, **DO NOT DRIVE THE VEHICLE DEFLATED RESTING ON THIS BUMPSTOP. DAMAGE WILL RESULT.** The internal bumpstop will be damaged, the shock bushings will be damaged, and the vehicle shock mounting points may be damaged to the point of failure. **This is a non warrantable situation.**
2. Do not drive the vehicle overinflated or "topped out". Over a period of time the shock valving will be damaged, possibly to the point of failure. **This is a non warrantable situation!** If you need to raise your vehicle higher than the ShockWave allows, you will need a longer unit.
3. The ShockWave is designed to give a great ride quality and to raise and lower the vehicle. **IT IS NOT MADE TO HOP OR JUMP!** If you want to hop or jump, hydraulics are a better choice. This abuse will result in bent piston rods, broken shock mounts, and destroyed bushings. **This is a non warrantable situation.**
3. Do not let the ShockWave bellows rub on anything. Failure will result. **This is a non warrantable situation.**
4. The ShockWave product has been field tested on numerous vehicles as well as subjected to many different stress tests to ensure that there are no leakage or durability problems. Failures have been nearly nonexistent unless abused as described above. If the Shockwave units are installed properly and are not abused, they will last many, many years. **ShockWave units that are returned with broken mounts, bent piston rods, destroyed bumpstops or bushings, or abrasions on the bellows will not be warranted.**

Adjusting shock valving

The knob on the bottom of the Shockwave will adjust the dampening characteristics of the shock absorber. There are 16 clicks total, 1 is located fully counter clockwise and being the softest setting. We recommend starting out at 1 click for every 10psi. This can be fine tuned to driver preference.



350 S. St. Charles St. Jasper, In. 47546
 Ph. 812.482.2932 Fax 812.634.6632
www.ridetech.com

ABAR2000DA 64-70 Mustang Rear AirBar

SKW7000DA Rear Shockwaves

2	SKW5002DA	Smooth shocks (Double Adjustable)
2	SKW7114	Rear Bellows with ends crimped on
2	SKW013	Internal bump stop
4	SKW114	ShockWave small O-ring
4	SKW227	ShockWave large O-ring
2	SKW047	Upper eye mount
4	SKW049	1/2" x 3/4" sleeves upper eye mount
8	SKW051	Poly bushing halves
2	FIT4201	1/4" x 1/4" swivel 90 fitting
1	SKW100	pair of AirCan's

AirBar Components

1	A627D-1	Lower Shockwave mount
1	A627P-1	Lower Shockwave mount
2	A108	Axle tabs
2	A109	Axle tabs
2	A629-1	Lower axle mount
1	A633-1	Upper cradle assembly
2	A622-1	"T" bolt plate
2	BARTW7.375"	Upper bars (C-C length 9.50")
2	BARWW21.750"	Lower bars
2	ROD1000	Rod ends
4	ROD302	Rubber bushings pressed into bars
4	DAYM02153	Poly bushing for lower bar
2	A637	Lower bar bushing sleeve
1	A1063	Pinion snubber reinforcement plate
4	90001070	U-bolt 9/16" x 3" w/nuts and washers
2		Square corner U bolts - Upper cradle to car

Hardware List

6	5/8 x 2 3/4 SAE Gr.8 bolts	Bars to cradle and brackets
6	5/8 SAE Gr.8 Nyloc Jam nuts	Bars to cradle and brackets
4	3/8 USS nyloc nuts	Upper cradle to car
4	3/8 SAE flat washers	Upper cradle to car
4	1/2 x 2 1/4 SAE gr.8 bolts	Shockwaves to mounts
4	1/2 SAE nyloc jam nuts	Shockwaves to mounts
4	1/2 x 1 1/2 gr. 8 bolts	Shockwave brackets to axle brackets
4	1/2 SAE Nyloc nuts	Shockwaves to mounts
2	5/8 SAE Nyloc nuts	"T" Bolt
2	5/8 SAE flat washers	"T" Bolt
2	5/16 x 1 USS bolts	Upper cradle to pinion snubber mount
2	5/16 Flat washers	Upper cradle to pinion snubber mount
2	5/16 Lock washers	Upper cradle to pinion snubber mount
2	7/16" x 1 1/4" USS bolt	Upper cradle to floor pan
2	7/16" USS Nylok nut	Upper cradle to floor pan
4	7/16" SAE flat washer	Upper cradle to floor pan

AirBAR[®]

by Air Ride Technologies

1. Raise the vehicle to a safe and comfortable working height. Use jack stands to support the vehicle with the suspension hanging freely.

2. Support the axle and remove the leaf springs, shocks and tail pipes. Refer to the factory service manual for proper disassemble procedures. Hang on to the front leaf spring bolts, they will be reused.

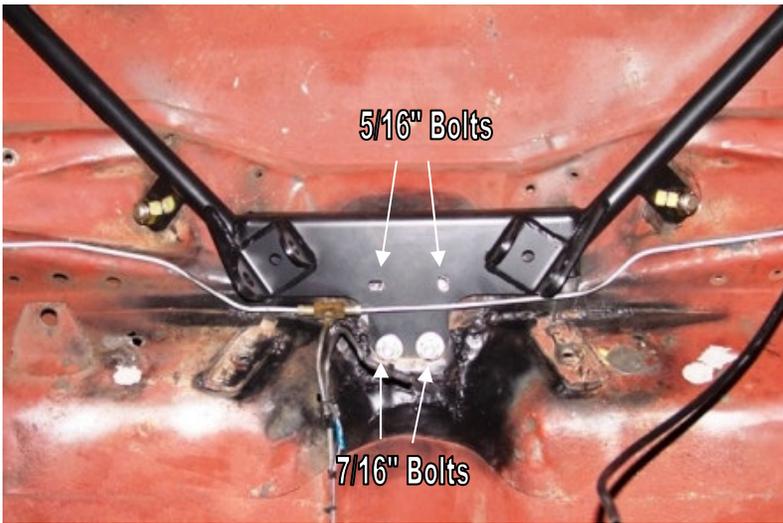


3. The square U-bolts hold the upper cradle in place and will slide through two existing holes. Some cars may not have these holes. In this case use the cradle as a template.

Note: You may need to open the holes up a bit to turn the bolt into place.



4. Lower the axle and slide the cradle assembly into place. The cradle will be held in place with two 3/8 nylocs and flat washers. Do not tighten these until all the bolts in the cradle have been started.



5. The front of the cradle locates off of the pinion snubber mount. A reinforcement plate is supplied and is installed on the inside of the car. It is held in place by two 5/16" bolts with lock washers and flat washers. Two additional 7/16" holes must be drilled through the floor pan. 7/16" x 1 1/4" bolts, Nyloks and flat washers are supplied.

Note: Inspect the factory welds holding the pinion snubber mount to the floor pan, re-weld if necessary.



6. This T bolt will be inserted from the inside of the vehicle down through the factory shock hole. A 5/8" nyloc and flat washer will hold the cradle up tight to the bottom of the car.

Note: Cars equipped with the "Drag Pack" option will have staggered shocks. You will have to remove the plate covering the original shock hole.

7. Tighten all the upper cradle bolts.



8. The lower axle mount will bolt to the leaf spring pad via the supplied U bolts.

Note: To ease the rest of the install; leave all bolts loose until the lower bars are in place.



9. The large end of the lower bar (the longer one) will bolt into the front stock leaf spring mount using the stock hardware.

10. This bushing in polyurethane and is lubricated at the factory with lithium grease. Future lubrication can be done with any non-petroleum based lubricant. The other bushings are rubber and do not require lubrication.

11. Swing the bar up to the axle mount and insert $5/8" \times 2 3/4"$ bolt and thin nyloc. Do not tighten just yet.

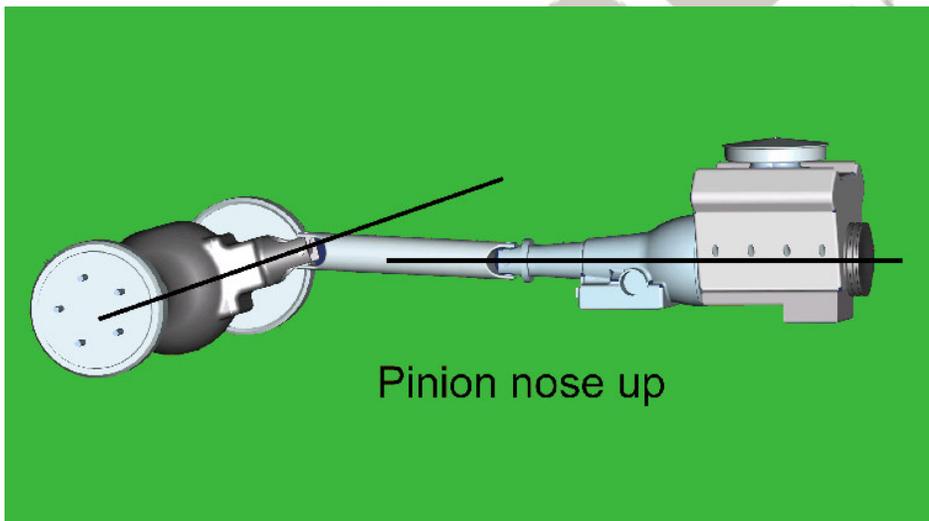
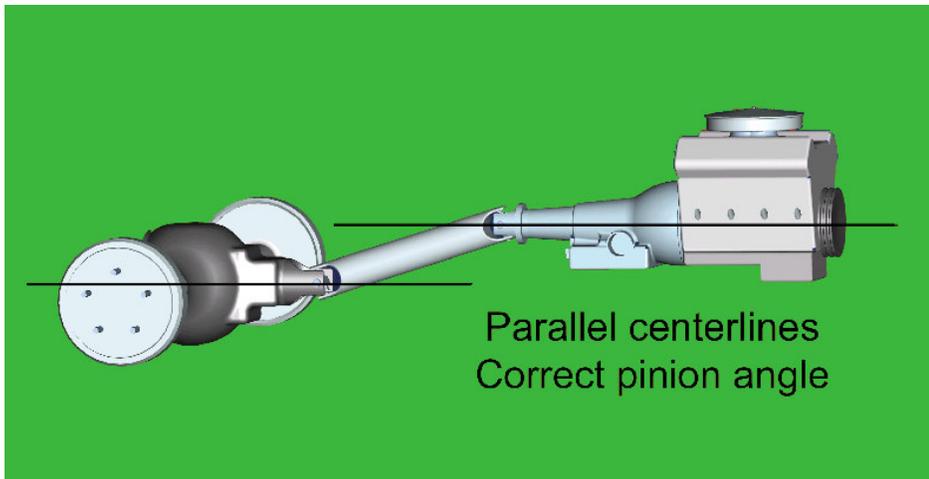
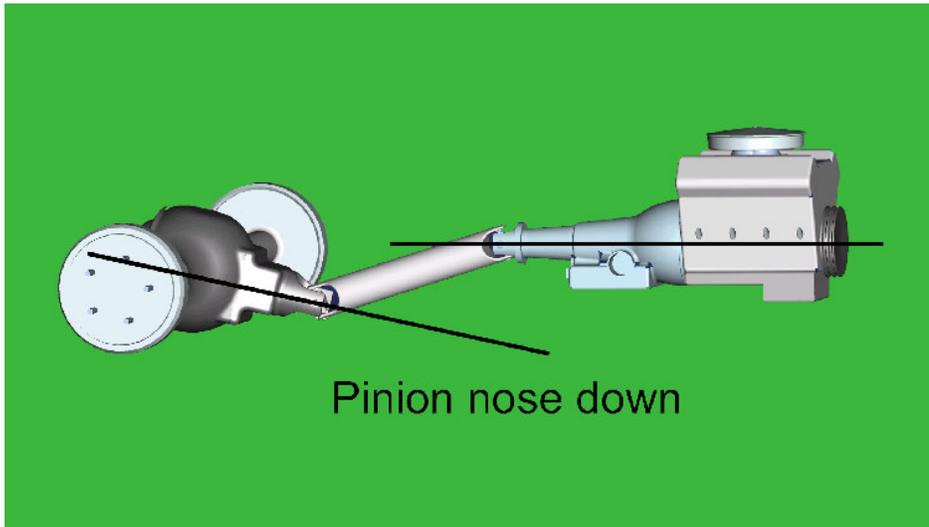
12. Bolt the lower Shockwave mount to the bottom two holes of the lower axle mount using two $5/8" \times 1 1/2"$ Allen bolts with nylocs. The U shaped bracket will point towards the inside of the car.

13. Raise the axle to ride height. There should be approx. $14 1/2"$ from center eye to center eye on the Shockwave mounts.

14. Bolt the axle tabs to the upper bar using the $5/8" \times 2 3/4"$ bolt and nyloc as shown in the picture. The upper bar should measure $9.5"$. Bolt the other end to the cradle.

15. For now just lay the upper tabs on the axle. Pinion angle and axle center must first be set. Centering the axle is best done by leveling the car and hanging a plum off of the quarter and measuring to the axle. Pinion angle is explained on the next page.





16. How do you set the pinion angle? On a single-piece shaft you want to set it up where a line drawn through the center of the engine crankshaft or output shaft of the transmission and a line drawn through the center of the pinion are parallel to each other but not the same line.

A simple way to do this is to place a digital angle finder or dial level on the front face of the lower engine pulley or harmonic balancer. This will give you a reading that is 90 degrees to the crank or output shaft unless you have real problems with your balancer. At the other end, you can place the same level or angle finder against the front face of the pinion yoke that is also at 90 degrees to the centerline. If you rotate the yoke up or down so both angles match, you have perfect alignment.

Road testing will tell you if you have it right. If you accelerate and you get or increase a vibration, then the pinion yoke is too HIGH. Rotate it downward in small increments of a degree or two until the problem goes away. If you get or increase a vibration when decelerating, then the pinion yoke is too LOW. Rotate it upward to correct it.



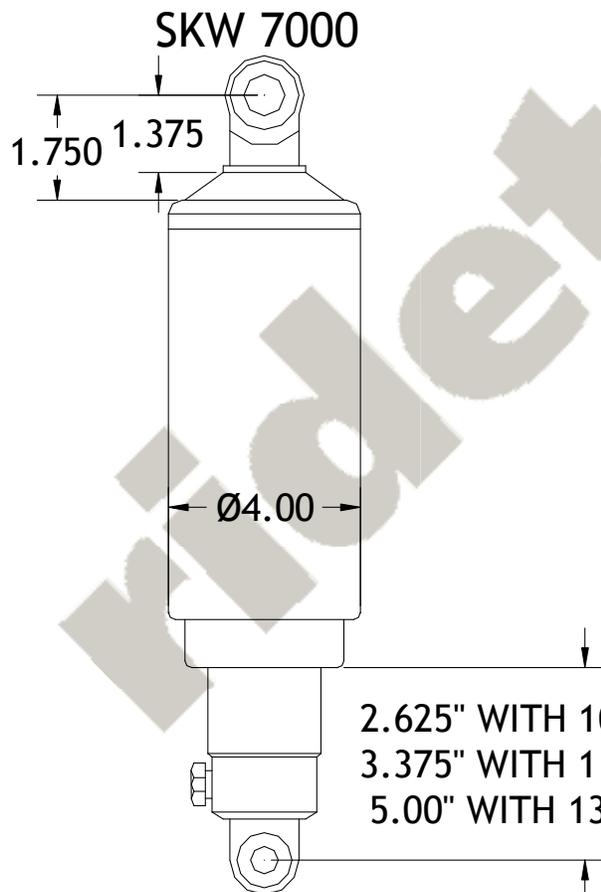
17. Once all of the angles are set, tack weld the upper tabs to the axle. To avoid frying the bushing remove the upper bar first then weld solid.

18. Install upper bars. With the vehicle at ride height snug all 4 link bar bolts.

19. Apply thread sealant to the air fitting and screw it into the top of the Shockwave. Bolt the Shockwave into place using 1/2" x 2 1/4" bolts with nylocs.

20. The installation is complete but you want to check clearance of the brake lines, parking brake cables, vent tubes and exhaust. For the exhaust you can either install a turndown or reroute the exhaust under the axle.

21. Ride height air pressure should be around 75-80 psi, with about 3-4 clicks in the shocks.



Compressed Height	11.5"
Ride Height	14.5"
Extended Height	16.5"



The care and feeding of your new ShockWaves

5. Although the ShockWave has an internal bumpstop, **DO NOT DRIVE THE VEHICLE DEFLATED RESTING ON THIS BUMPSTOP. DAMAGE WILL RESULT.** The internal bumpstop will be damaged, the shock bushings will be damaged, and the vehicle shock mounting points may be damaged to the point of failure. **This is a non warrantable situation.**
6. Do not drive the vehicle overinflated or "topped out". Over a period of time the shock valving will be damaged, possibly to the point of failure. **This is a non warrantable situation!** If you need to raise your vehicle higher than the ShockWave allows, you will need a longer unit.
3. The ShockWave is designed to give a great ride quality and to raise and lower the vehicle. **IT IS NOT MADE TO HOP OR JUMP!** If you want to hop or jump, hydraulics are a better choice. This abuse will result in bent piston rods, broken shock mounts, and destroyed bushings. **This is a non warrantable situation.**
7. Do not let the ShockWave bellows rub on anything. Failure will result. **This is a non warrantable situation.**
8. The ShockWave product has been field tested on numerous vehicles as well as subjected to many different stress tests to ensure that there are no leakage or durability problems. Failures have been nearly nonexistent unless abused as described above. If the Shockwave units are installed properly and are not abused, they will last many, many years. **ShockWave units that are returned with broken mounts, bent piston rods, destroyed bumpstops or bushings, or abrasions on the bellows will not be warrantied.**

Adjusting shock valving

The knob on the bottom of the Shockwave will adjust the dampening characteristics of the shock absorber. There are 16 clicks total, 1 is located fully counter clockwise and being the softest setting. We recommend starting with about 3-4 clicks. This can be fine tuned to driver preference.



350 S. St. Charles St. Jasper, In. 47546
Ph. 812.482.2932 Fax 812.634.6632

www.ridetech.com

SWA7900 64-70 Mustang Front MuscleBar

- 1 Sway Bar
- 2 Frame bushing
- 2 Frame bracket
- 4 3/8" x 1 1/2" USS bolt for frame bracket
- 4 3/8" flat washer
- 4 Frame bracket washer
- 1 End link kit (includes the following)
 - 8 End link bushing
 - 2 End link spacer
 - 2 End link bolts
 - 2 End link nuts
 - 8 Washer





350 S. St. Charles St. Jasper, In. 47546
Ph. 812.482.2932 Fax 812.634.6632

www.ridetech.com

APOD4000LE3 LevelPro AirPod Compressor System

- 1 3 Gallon AirPod
- 1 CON8002 RidePro E3 Display
- 2 6-32 x 3/8" Phillips pan head screw for display
- 1 WIR3400 Display Harness
- 1 WIR8360 Height sensor harness (2 short – 2 long)
- 4 SEN001 Height sensor
- 10 Heat shrink tubes
- 4 SEN002 Hardware kit for height sensor (includes the following)
 - 1 Steel linkage rod
 - 2 Rubber rod ends
 - 2 1/4" sensor bolts w/ Nyloc nuts & flat washers
 - 1 Mounting tab
- 1 WIR External power harness
- 1 WIR5000 Fuse holder
- 1 WIR5030 30 amp fuse
- 1 #10 Yellow butt connector
- 1 #10 5/16" eye connector
- 2 ARL2000 30' roll of 1/4" airline
- 4 FIT4201 1/4"npt x 1/4"airline fitting
- 1 Installation Guide

airpod™
by Air Ride Technologies